

PACIFIC FRUIT EXPRESS COMPANY

June News Letter

San Francisco, June 5, 1953

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1953			1952		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
May	26,697	2,283	28,980	26,960	1,839	28,799
Jan-May	142,593	12,495	155,088	137,159	12,983	150,142

May loading was not as good as expected due principally to slow movement of Kern County potatoes because of retarded maturity and poor markets, also slow start of cantaloupes from Imperial and Yuma Valleys because of comparatively cool weather.

CAR SITUATION: Supplies have been built up in all principal loading sections in anticipation of heavy loading during the next several months. June loading is estimated as slightly heavier than June 1952 and much heavier than the month just closed, so the best efforts of all concerned will be required to obtain full efficiency of available cars to avoid difficulties during peak shipping periods.

CROP CONDITIONS - Western Territory:

Cool weather throughout California during spring months, along with late unseasonal rains, retarded maturity of principal crops. Weather conditions are improving in Northern and Central California and potatoes are moving in heavy volume from San Joaquin Valley, with peak loading expected June 8th through 20th. Salinas lettuce, while past its spring peak, is still moving in good volume which should ease somewhat by mid-June.

In Southern California citrus fruits, celery and mixed vegetables are going well. In Imperial Valley and Yuma day temperatures are rising, however, nights are still cool and melon loading is increasing gradually -- cannot look for volume shipments until a few warm nights have been experienced. In Salt River Valley onion movement is under way and will continue through June 15th although shipments are below normal because of poor markets. Potato harvest is in progress and shipments are increasing steadily with indications that volume loading will be maintained through the month.

On T&NO vegetable movement from Rio Grande Valley is past its peak and will gradually decline. The east Texas tomato harvest is under way and should reach peak during second week in June.

Along U.P. Railroad:

June News Letter

San Francisco, June 1, 1953

ALL F.P.E. EMPLOYEES:

F.P.E. Earnings

1953		1952	
Pay Data	Total	Pay Data	Total
28,980	12,455	28,980	12,455
1,830	18,983	1,830	18,983
28,980	12,455	28,980	12,455

May loading was not as good as expected due principally to movement of Kern County potatoes because of retarded maturity and poor weather. Also slow start of carloadings from Imperial and Kern Valleys because of comparatively cool weather.

LOAD SITUATION. Shipments have been built up to all principal loading stations in anticipation of heavy loading during the next several weeks. The loading is estimated as slightly heavier than same time last year. The month just closed, on the other hand, efforts of all concerned will be redoubled to obtain full utilization of available cars to avoid difficulties during peak shipping periods.

GROUND CONDITIONS - Western Territory

Good weather throughout California during spring months. Some light to moderate rain, resulting in a high level of ground water. Western conditions are improving in Kern and Santa Barbara and potatoes are moving in heavy volume from both areas. With much of the expected June rain through with it, loading should be good. While heavy rain is still moving in good volume, it should be answered by mid-June.

In Southern California citrus fruiting, early and heavy. Veggies and peas well. In Imperial Valley and Yuma dry. Some rain, however, nights are still cool and some loading is possible. In Salt River Valley, onion crop. Nights have been exp. needed. In Salt River Valley, onion crop. In order way and will continue through June. Onions are being moved because of poor weather. Lettuce harvest in progress. In the future we anticipate steadily with increasing volume loading will be maintained through the month.

On June 1st, weatherable movement from the Grand Valley is past the peak and will gradually decline. The last of the forward harvest is under way and should reach peak during second week in June.

Along S.F. Highway:

Idaho - Potato season has closed with but an occasional shipment being handled at this time.

Pacific Northwest - Apple loading continues in Yakima area heavier than during same period last year due to very good demand and prices. Apple loading at Hood River is practically completed. Cherry shipments will start in the Yakima Valley in June and around July 1st from Hood River district. It is estimated about 75% will move via express and balance by freight.

Colorado - It is estimated that 5% more potatoes will be planted this year over last.

Western Nebraska - Potato shipments have been completed.

Kansas - In the Kaw Valley of Kansas growers are not planting commercial grade potatoes this year as fields are still in poor shape as result of flood two years ago.

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The official ranks of the P.F.E. Company will experience the loss of two department heads on June 30th when Auditor W. H. Rogers and General Traffic Manager C. E. Carner retire from active service.

Mr. Rogers, aside from taking care of some personal travel and visiting that has been postponed for many years, will devote himself to his walnut ranch at Los Altos, California. He has rendered more than 40 years of faithful and meritorious service with the Pacific Fruit Express Company. He began his refrigerator carline career with the Armour Car Lines in 1904 and when that company ceased operations and the Pacific Fruit Express Company commenced in 1907, he entered P.F.E. service as a clerk-timekeeper. He later resigned to enter the service of the United States Government during construction of the Panama Canal, where he served as Quartermaster until 1912. He re-entered the service of this Company in 1913 at Roseville, and was transferred to Colton as Storekeeper, in which capacity he served until 1918 when he was transferred to the Accounting Department in San Francisco to fill the position of Traveling Accountant. In 1920 Mr. Rogers was appointed Chief Clerk to Auditor, and in 1926 to position of Assistant Auditor. He became Auditor in 1940, succeeding Mr. C. H. Weston.

Mr. Carner started his railroad career with the CB&Q RR in March 1904, was employed in the Car Service, Perishable, Freight Service and Accounting Departments until his employment with the Pacific Fruit Express Company in December, 1908. He held various positions with this Company until appointed Traffic Manager with headquarters at Chicago in 1922. He was made Assistant General Manager-Traffic in 1940, and General Traffic Manager in 1949.

Mr. Carner is the Dean of the National Perishable Freight Committee, having served continuously with that body since 1922. During this period the present Perishable Protective Tariff was

developed and he had a leading part in establishing rules, regulations and protective service rates for the movement of this large volume traffic. The Committee held a dinner for Mr. Carner on the night of May 13th, at which time he was presented with a scroll memorializing his services, as well as with an engraved watch in token of the members' esteem.

Both Mr. Rogers and Mr. Carner have a host of railroad, carline, and shipping friends who join in wishing them the realization of their dreams in retirement, together with good health and happiness for many years ahead.

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Safety Performance - Hearne, Texas

Our car icing platform at Hearne, Texas, under the supervision of Agent Phil Haas, has just completed a remarkable safety record -- FIVE YEARS without a reportable accident. This shows mighty close attention to safety matters by Mr. Haas and his regular employees who naturally guide the newcomers in safe practices.

Now they're working on the second five-year stretch.

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PFE's car icing machine, developed in conjunction with the Preco Company, is undergoing test and trial operation on the Los Angeles icing deck. As expected, a few "bugs" showed up and these are being overcome as rapidly as possible. Production machines probably will not be available before the spring of 1954.

The next problem to receive the attention of the engineers is that of salt dispensing on our icing decks. The mechanical delivery of measured quantities of salt direct to the car bunkers is necessary if we are to reduce the menial labor at these icing platforms and release trains in the short time allowed by present-day schedules.

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As this is written, 14 of our new mechanically refrigerated cars, all Frigidaire equipped, have been delivered and are in service. Some difficulties have been experienced, as might be expected with a new design, but the cars have produced good temperatures ranging in the vicinity of zero and lower. PFE's "envelope design" confining the refrigerated air to wall flues, seems to be working out well.

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At a recent meeting of supervisors at Tucson, Arizona, Mr. Olie Wismer, Foreman in the shops at that point, presented some very

appropriate thoughts along the lines of Human Relations. Many of us can profit from practicing these tenets and with this in mind, excerpts from his article will be presented in the News Letter from time to time.

The first follows:

"There is a way of thinking and feeling, there is a fundamental attitude toward life, that is essential if happiness is to find us. You must become a whole person, a sound personality. You must be as ready to give as to receive. You must live by your admirations and not your disgusts. You must take life for gratitude, and not for granted. You can hold only what you give away.

"The amazing fact is that you can be happy and you can have anything you want, if it doesn't rob another and if you are willing to pay the price. It does no good to be jealous of someone else, or to gripe and be bitter. These attitudes work harm. They produce illness of body and mind and destroy rather than improve our efficiency. You must love others, and you must start by loving yourself."

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Cars handled in PFE shops in 1952	472,200
Expenditures for car maintenance, 1952	\$19,292,500.

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There is attached an article descriptive of the Southern District, prepared by Superintendent J. J. Rogers of Houston, Texas. This territory is developing as a perishable traffic originating section which serves to "round out" the demand for PFE cars, particularly in the winter months.

K. V. PLUMMER

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on profit from practicing these powers and with this in mind
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time to time.

The first follows:

"There is a way of thinking and feeling, there is a
fundamental attitude toward life, that is essential to
happiness in the long run. You must become a whole person,
a mind and personality. You must be as ready to give as to
receive. You must live by your convictions and not your
distress. You must live life on a high plane, and not for
momentary pleasure. You can hold only what you give away."

"The way to find it is to let your mind be free and your
heart open. You must be as ready to give as to receive.
You must be as ready to pay the price. It costs no good
to be free of a wrong idea, or to give and be given.
The attitude which is the basis of all good
and kind and decent action is the attitude of giving.
You must love others, and you must start by loving
yourself."

Can be found in the story in 1922... 475,300
Expenditures for car maintenance, 1922... 519,392,500

There is a trend in the development of the Southern
States, especially in the Southern States, toward a
more developed and more diversified agriculture.
This is due to the fact that the demand for raw
materials is increasing, and the demand for finished
products is also increasing.

R. V. FLEMMING

PACIFIC FRUIT EXPRESS COMPANY

Southern District

At a point 58.1 miles east of El Paso a railroad sign board designates the place as "McNary". Officially this is the "Western Frontier" of the Southern District, embracing all territory of the Southern Pacific Lines in Texas and Louisiana east of McNary -- an area in rail mileage approximately equal to one-third of the total Southern Pacific System and some 40 per cent of all Union Pacific mileage.

Little perishable freight originates in the area west of Del Rio, although a few years ago some lettuce was raised in the "Lobo Flats" near Valentine. In recent years Del Rio has become an important shipping point for cauliflower, broccoli, onions and other vegetables, drawing on production in the "Quemado Valley", lying between Del Rio and Eagle Pass, in addition to more immediate production at Del Rio along the Rio Grande River.

Farther east is the Eagle Pass territory, long known for its productivity in spinach and late onions. In recent years this area developed a broader program of vegetables, including broccoli, brussell sprouts, cauliflower, lettuce, etc., but still maintains a substantial volume of spinach. A frozen food plant at that point contributes to shipments from Eagle Pass and processes some vegetables raised across the river in Mexico near the sister city of Piedras Negras.

In the arc formed by Del Rio and Eagle Pass is the town of Uvalde, home of former Vice President of the United States, John N. (Cactus Jack) Garner.

Uvalde growers set the pace for lettuce production in Texas to the extent of proving that it can be grown successfully and commercially after failures in many other sections of the state, and this crop constitutes the bulk of shipments from Uvalde. This area, however, is also adapted for other vegetables and melons. The so-called Winter Garden section of Texas dovetails with the area mentioned.

At San Antonio is located a recently constructed Produce Terminal Market, which is exclusively on the T&NO. This point originates some vegetables raised near by and is an important part of the District.

There are some 12 established and officially recognized fruit and vegetable growing areas in the state, 10 served either wholly or in part by the Southern Pacific Lines and the P.F.E. Co. Shipments from both the Texas and Louisiana territory for the year 1952 were as follows:

PACIFIC FRUIT EXCHANGE COMPANY

Southern Division

At a point 2.1 miles east of El Paso a railroad right-of-way designated the place as "Henry". Officially this is the "Western Frontier" of the Southern Division, covering all territory of the Southern Pacific Lines in Texas and Louisiana east of Henry. The area in rail mileage approximately equal to one-third of the total Southern Pacific System and some 40 per cent of all Union Pacific mileage.

Little perishable freight originates in the area west of Del Rio, although a few years ago some lettuce was raised in the "Lubbock Pass" near Valentine. In recent years Del Rio has become an important shipping point for cauliflower, broccoli, onions and other vegetables growing on production in the "Comanche Valley", lying between Del Rio and Eagle Pass. In addition to more immediate production at Del Rio along the Rio Grande River.

Further east is the Eagle Pass territory, long known for its productivity in spinach and late onions. In recent years this area developed a broader program of vegetables, including broccoli, Brussels sprouts, cauliflower, lettuce, etc., but still maintains a substantial volume of spinach. A frozen food plant at this point contributes to shipments from Eagle Pass and processes some vegetables raised across the river in Mexico near the state city of El Paso.

In the area formed by Del Rio and Eagle Pass is the town of Uvalde, home of former Vice President of the United States, John N. (Gavin Jack) Gannett.

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At San Antonio is located a recently constructed Produce Terminal Market, which is exclusively on the T&N. This point originates some vegetables raised near by and is an important part of the District.

There are some 12 established and officially recognized fruit and vegetable growing areas in the state. 10 served either wholly or in part by the Southern Pacific Lines and the F.R. Co. Shipments from both the Texas and Louisiana territories for the year 1932 were as follows:

Citrus	120
Decidious	4
Lettuce	753
Misc. vegetables	11,741
Apples	4
Cantaloupes	177
Watermelons	83
White potatoes	9
Bananas	1,301
P.H.P.	529
Miscellaneous	<u>4,517</u>
Total	19,238

As explanation of some of the shipments covered by these figures, and not otherwise explained, the 4 deciduous shipments represent fresh plums grown at Jacksonville, Texas, in the heart of the East Texas tomato belt. Apples were grown elsewhere and reshipped from storage. Watermelons shown represent shipments in refrigerators only. Between 1,000 to 1,500 cars of watermelons are shipped, on which we handle diversions but which move preponderantly in stock cars. It is expected this season, beginning in June, that most if not all of this traffic will be in refrigerators.

While bananas originate principally in New Orleans, some shipments move from Texas gulf ports. It is not unusual for independent companies to bring in cargoes on short notice to such ports as Galveston, Houston, Beaumont and Brownsville.

The miscellaneous figures includes yams from Louisiana, dressed poultry, frozen eggs, as well as a wide variety of miscellaneous shipments mentioned elsewhere. The total is about the present average annual movement, although shipments topped 46,000 cars during one year, some reduction having come about from other forms of competition and extreme adverse weather conditions, particularly affecting the citrus situation.

The Southern District supervises the allocation of cars and other activities on traffic originating on the Texas Mexican Railway from the Laredo area and between that point and connections with the T&NO, as well as traffic from Mexico rebilled at Laredo. Of importance is the Coastal Bend section between Corpus Christi and Falfurrias, Texas, and a new development by the F. H. Vahlsing Company near Mathis, Texas. This company recently acquired and opened up vegetable and other production on 9,000 acres of land about 2 miles from Mathis at the station of "Vahlsing".

Farther south lies the fertile and semi-tropical Lower Rio Grande Valley, hard hit by a freeze a few years ago, badly crippling the citrus industry which, however, is rapidly coming back. Shipments from this area at present consist largely of vegetables -- especially mixed cars -- some 29 varieties being produced commercially, as well as solid cars of cabbage, carrots, tomatoes, radishes, peppers, etc.

Of interest at this time is the developing cantaloupe production in the Lower Rio Grande Valley area. The quality seems excellent, and the season starts about mid-April. While shipping volume has not yet reached large proportion, the next few years may see a substantial increase.

A movement of 7,000 to 8,000 cars now represents traffic from this area. Adequate water for irrigation has been a factor, but with the building of the Falcon Dam on the Rio Grande River (a joint American - Mexican government undertaking) some relief should eventually come about. Individually drilled fresh water wells have also been tried.

On Mexican traffic, via Laredo, oranges from the Montemorelos section (about 60 miles south of Monterrey) have been important imports, although those orchards were also damaged to some extent by the freeze. Fruit is shipped to Nuevo Laredo, sterilized against fruit fly infestation, loaded into cars on the Mexican side of the Rio Grande River, and shipped to various points in the United States and Canada. Onions and tomatoes are imported in volume as well as lighter shipments of garlic, limes, flower bulbs, peppers, etc. Frozen banana puree is an unusual importation. A fall crop of tomatoes is a feature of both the Eagle Pass and Laredo areas.

The onion production at Laredo is a major movement and our seasonal shipments run from 500 to 800 cars. Of present importance in Mexican carload traffic, are fresh cantaloupes and frozen strawberries.

The traffic originating directly in the Laredo area, as well as imports from Mexico, are competitive with other lines.

In addition to agricultural products, the larger cities of San Antonio, Houston, Dallas, Ft. Worth and other points originate traffic of a perishable and semi-perishable nature such as frozen foods, paraffin wax from oil refineries, pecan meats, packing house by-products -- particularly those used for pharmaceutical purposes -- and as well as other products coming under the general heading of perishables. We unload some 13,000 cars of perishables in the entire district, thus being on the receiving as well as the shipping end.

In Louisiana, the Southern Pacific Lines serve principally south and southwest Louisiana. In this picturesque bayou country lines the sweet potato or yam belt whose products are widely publicized. While reduced in rail volume in recent years due to competition of other forms of transportation, this still represents a substantial and practically year-around movement for the T&NO, starting in July and extending into the following June. Yams are harvested and placed in kilns or warehouses to dry and thereafter are shipped on an orderly basis.

Along the main line of the T&NO between Lafayette and New Orleans is a rich agricultural area producing white potatoes, cabbage and

of interest at this time is the heavy shipping of oranges and grapefruit in the Lower Rio Grande Valley. This activity seems excellent and the season starts about April. While shipping volume has not yet reached large proportions, the next few years may see a substantial increase.

A movement of 7,000 to 8,000 cases now represents traffic from this area. Adequate water for irrigation has been a factor, but with the building of the Pecos Dam on the Rio Grande River (a joint American-Mexican government undertaking) somewhat smaller events daily come about. Individually drilled fresh water wells have also been tried.

On Mexican traffic, via Laredo, oranges from the Monterrey section (about 60 miles south of Monterrey) have been important imports, although those orchards were also damaged to some extent by the freeze. Fruit is shipped to New Orleans, stabilized against fruit fly infestation, loaded into cars on the Mexican side of the Rio Grande River, and shipped to various points in the United States and Canada. Oranges and lemons are imported in volume as well as lighter shipments of grapefruit, lemons, limes, guavas, papayas, etc. Fresh banana pulp is an unusual importation. A full crop of tomatoes is a feature of both the Eagle Pass and Laredo areas.

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The traffic originating directly in the Laredo area, as well as imports from Mexico, are competitive with other lines.

In addition to agricultural products, the larger cities of San Antonio, Houston, Dallas, Ft. Worth and other points outside traffic of a perishable and semi-perishable nature such as frozen food, gasoline from oil refineries, beer, meats, packing house by-products -- particularly those used for pharmaceutical purposes -- and as well as other products coming under the general heading of necessities. We unload some 15,000 tons of perishables in the entire district, some being on the way to the shipping end.

In Louisiana, the Southern Pacific Lines serve principally south and southwest Louisiana. In this district we have country lines the sweet potato or yam belt whose products are widely distributed. While reduced in rail volume in recent years due to competition of other forms of transportation, this still represents a substantial and practically year-around movement for the TMO, starting in July and extending into the following year. Yams are harvested and placed in bins or warehouses to dry and thereafter are shipped on an ordinary basis.

Along the main line of the TMO between Lafayette and New Orleans is a rich agricultural area producing white potatoes, cabbage and

eschalots, (type of green table onion), particularly. These plantings ebb and flow from year to year. For example, the heavy production of potatoes around Houma, La., a few years ago has dwindled to a negligible point but promises a revival to some extent this year. Unique perishables shipped from this area are cars of okra (a "must" for Louisiana gumbo) in brine.

New Orleans, once a focal point of banana shipments for the western territory, is now limited to shipments to the southwest section of Texas, although occasional emergency train loads are moved to western territory.

The perishable picture in the Southern District has wide ramifications due to the extended area and the individual shipping points aggregating 130 to 140, scattered over Texas, Louisiana, and the Texas Mexican Ry., with its attendant complexities in the matter of car distribution and icing. The P.F.E. officially does not distribute cars locally in this area but substantially directs the Transportation Department of the railroad in the movement of cars to various points and for all practicable purposes assumes responsibility for equipment, as well as policing the movement of empties westbound on the T&NO and via North Texas lines. An uninterrupted flow of cars through or adjacent to this district to El Paso is obviously important in filling Southern California requirements and is watched by Southern District forces. Supervision over the car supply on and that directed to National Railways of Mexico, (with which P.F.E. has a contract to furnish refrigerator equipment) which is principally through Texas gateways, is a function of this District, as well as supervision over cars on the Cotton Belt's Texas Lines.

Icing platforms are owned and operated by us at Houston, (Englewood) and Hearne, Texas, also at Avondale, La., and we own part of the icing platform at Del Rio, operated by a commercial ice company. All ice used in Texas and Louisiana is purchased commercially from some 45 separate ice companies and aggregates some 63,000 tons annually.

Southern District has 37 supervisory employees at various points in Texas and Louisiana with a total of 90 to 100 employees at various times, including icemen. In the Superintendent's office, Houston, customary organization is set up which includes the handling of diversions, passing advice, etc.

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